DATE: **OCTOBER 7, 2005**

TO: **ALL INTERESTED PARTIES**

RE: **M. V. HYAK**
DOCKSIDE PRESERVATION
CONTRACT 00-7039

ADDENDUM NO. 5

This is to inform you of the following updates and changes to the Invitation For Bids (IFB) for the above-referenced project:

CONTRACT PROVISIONS
SPECIFICATIONS
IFB Volume I

Attached hereto and incorporated herein are revisions to the IFB Schedule, Bidder Instructions and Technical Specification documents.

QUESTIONS AND ANSWERS

Attached hereto and incorporated herein are five (5) Questions and Answers regarding the IFB Technical Specifications document.

All other terms and conditions remain unchanged. All bidders will be required to acknowledge receipt of this Addendum on the Bid Form. All Addenda will become a part of the Contract.

Sincerely,

Barbara Olson
Contracts Coordinator

Attachment

ATTACHMENT TO
ADDENDUM NO. 5

BIDDER INSTRUCTIONS

IFB SCHEDULE

The IFB Schedule has been revised to incorporate a revision to the Bid Due Date. Subsequent IFB due dates have been revised accordingly. A revised IFB Schedule is attached hereto and incorporated herein. The revised Schedule supersedes and replaces the previously issued IFB Schedule.

BIDDER INSTRUCTIONS

BID DUE DATE
Section 2

Page 2, line 3. Revise the Bid Due Date to read "**11:00 a.m. on Tuesday, October 25th, 2005".**

Note: The Vessel Delivery Date and Redelivery Dates will remain unchanged. Consequently, there will be no further extension of the Bid Due Date.

IFB TECHNICAL SPECIFICATIONS
IFB Volume I

MAIN PROPULSION ENGINE REPLACEMENT
Item No. 3

Page 6, line 31. Paragraph B. 5. After paragraph "B. 5.," add the following new text:

> **"NOTE:**
> Prior to any removals the following readings shall be taken and recorded: Generator Air Gaps; Generator Magnetic Center; and Coupling Disc Runout. These readings shall be witnessed by the WSF Representative."

Page 7, line 29. Paragraph B. 15. At the end of the paragraph, after the word "condition.", add the following new text:

"If the wear ring and or impeller are found to be Simsite and serviceable, they shall be reused. Should they be found no longer serviceable, they shall be replaced with Simsite parts."

Page 8, line 34. Paragraph C. 5. After the words " The existing skids", add the following new text:

"and support structure".

Page 8, line 35. Paragraph C. 5. After the word "isolators." add the following new text:

"The new isolators are approximately 1 to 2 inches taller than the existing mounts."

Page 9, line 9. Paragraph C. 6. At the end of the paragraph, after the word "verification.", add the following new text:

"The final torque of the armature to coupling disc and flywheel to crankshaft bolts shall be witnessed by the WSF Representative. The torque valve of these bolts shall be 1800 ft.-lbs."

Page 9, line 11. Paragraph C. 7.

After the word "Engines.", delete the period and add the following new text: "and Existing Generators."

Page 12, line 9. Paragraph E. 5. 9. At the end of the paragraph, after the words "Vessel Staff Chief Engineer.", add the following new sub paragraph:

" 10. The Contract shall provide the services of Precision Maintenance Inc (360)-297-8900 to conduct vibration checks on all four Main Propulsion Generator Sets. Results of these test shall be provide to the WSF Representative within 24 hours of completion of the test."

QUESTIONS AND ANSWERS

1. Q. [IFB Bidder Instructions, Section 2, Bid Due Date.] Page 2, line 3.

Due to the extent of this work package and the fact that this bidder is unfamiliar with the new work items (items that are not similar to past work items for this class of vessel), which will require additional ship checks, will WSF consider extending the bid due date seven (7) days, from 11 A.M. on Tuesday, October 18, 2005, until 11 A.M. Tuesday, October 25, 2005?

A. Please see the revisions to the IFB Technical Specifications in this IFB Addendum

2. Q. [IFB Bidder Instructions, Section 2, Bid Due Date.] Page 2, line 3.

This Contractor respectively requests a bid extension to October 25th, 2005 due to obtaining subcontracting prices in a timely manner.

A. Please see the revisions to the IFB Technical Specifications in this IFB Addendum

3. Q. [IFB Performance Period]

The contractor has completed a preliminary schedule for performing the work described in the technical specifications. The Hyak project is similar to those recently performed on the Kaleetan and Yakima, with the additional burden of accomplishing asbestos abatement throughout the vessel. The abatement subcontractor has requested three weeks of schedule time to perform. The previous two projects had no available float time, it is suggested that the Hyak

project should be extended by 14 work days, 21 calendar days. A table below details the time requirements.

	Start	Stop	Calendar Days	Work Days
Kaleetan	10/4/04	1/14/05	103	69
Yakima	2/22/05	5/26/05	94	68
Hyak	11/7/05	2/17/06	103	68
Revised Hyak	11/7/05	3/10/06	124	82

A. The Contract Performance period remains unchanged.

4. **Q.** [IFB Technical Specifications, Item No. 3, Main Propulsion Engine Replacement.] Page 8. Paragraphs C-6 & D-7.

The existing MP Engines and Generator sets on the Hyak are hard chocked and the equipment is bolted to these chocks devoid of any shims and therefore they are not adjustable. These chocks were installed at the EMD factory and transmilled to the centerline of the engine crankshaft to engine pan flanges and as well to the generator centerline thus eliminating the need to align other than perhaps face to face sideways and magnetic center.

According to the OEM overhaul facility there is a possibility of two different pan assemblies on these engines having a difference of 1 and 1/2" from the crankshaft centerline to pan mounting flange. There is also a possibility of (4) different flywheels on these engines that may affect the generator armature magnetic center. The EMD factory representative said that if everything is the same (Pans & flywheels) that the new engines should just drop in place and should not require alignment other than an alignment check.

They also said that there could be a variance in the tolerances for the jig drilling of the engine flanges and the machining of the pan rails due to the difference in the age of the removed engines and the WSF supplied engines.

a. Can WSF confirm that the crankshaft centerline to pan flange distance is the same on the WSF supplied engines as on the existing engines?

b. Can WSF confirm that the flywheels are the same thus making magnetic center a non issue?

c. Is it WSF's intent to renew the hard engine chocks to facilitate proper alignment and if so is chock fast orange acceptable?

d. There is no mention of checking magnetic center of the armature to stator housing. Will WSF require this to be accomplished in the alignment check?

e. Will the required engine deflection readings be accomplished by the State Supplied EMD factory representative?

f. Paragraph D-5. Is there a difference in the State supplied turbochargers and the Contractor supplied Vertical turbocharger exhaust adapter than per the original installation and what does the State anticipate the 20" exhaust modifications to be?

g. Are the generator pedestal bearings self-aligning and for estimating purposes can WSF provide a drawing of them?

h. Since the generator is not to be removed, if the stator housing or single pedestal bearing requires adjustment to facilitate improper pole alignment or magnetic center will this be the subject of a contract change?

A. a. Yes, they are the same.

b. The flywheels are the same, however this does not remove the requirements of the IFB Contract Specification Item 3.C.6.

c. In accordance with the IFB Contract Specification Item 3.C.6, the Contractor is responsible for the alignment of the Engines to Generators, this includes any modification or replacement of the existing chocks necessary to provide proper alignment. Chockfast orange is not acceptable.

d. In accordance with the Contract Specification Item 3.C.6. the Contractor is responsible for the alignment of the Engines to Generators, this includes all necessary readings to prove proper alignment and placement of both Engine and Generator one of which is Magnetic Center of the armature.

e. No.

f. There is on difference between the two (2) adapters. See Contract Specification Item 3.C.7 for required modifications to the 20 " exhaust.

g. The pedestal bearings are self-aligning. WSF does not have a drawing of the bearings.

h. No. This should be considered as part of the alignment procedure.

5. **Q.** [IFB Technical Specifications, Item Nos 4 and 5. Item No. 4 replace SSDG's and Item No. 5, Replace Vital Service generator}.

Both specifications (items 4 and 5) state that the WSf supplied generator sets are in kind to existing. Both specifications as well state to modify exhaust piping and install new hangers to suit the new installation and to modify, fabricate and install service piping as necessary to connect to the overhauled engines.

a. Are the replacement generator sets in kind or different?

b. If there is modifications required to the exhaust piping, service piping or differences in the WSF supplied electronic packages for estimating purposes can WSF describe what the required modifications will be.

A. a and b. All WSF supplied Generators are in-kind to those currently installed

(**END**)